

## NO 254

**McGREGOR STOVES**

**ANNUAL NOTICE.**  
ALL persons indebted to the publisher are requested to attend to the payment of their bills, on or before the 10th of January, 1859, and those having demands against him will please present them for settlement previous to that date. Persons are warned not to trust any of the employees of the publisher on credit, unless they produce an order from me, as I shall pay no such demands.

GEORGE T. HAMMOND.  
Newport, Dec. 23, 1858.

"Many persons in Washington whose business connections are at a distance, are in the habit of procuring, from persons entitled to the franking privilege, regular supplies of franked envelopes, under which their whole correspondence is conducted."—Washington Union.

The Union must be an uncommonly smart paper—an official organ; which the administration ought to be very proud of, indeed. It is an intensely luminous and patriotic journal—to say nothing of its veracity, which would not suffer, we think, by comparison with that of Bennett's Herald—and, as affording conclusive evidence of its general enterprise and intelligence, it appears that the Union has just discovered a gross abuse of the franking privilege, which has been going on there twenty years at least, and we don't know how much longer—but, certainly, the fact of its existence has been widely known to the community, all that time.

And this gross abuse, so perfectly notorious all over the country for ever so long, the Washington Union has just got wind of. "Oh, wise and learned judge!" But an ancient maxim says—"Better late than never." So, we hope nobody will be so hard-hearted as to withhold from the enterprising government organ the meed of praise which justly belongs to it, in the premises.

To the statement of this grand discovery, however, the Union adds a good thing, which we hope may prove true, but we are afraid it won't. "Stringent measures," according to the official organ, are going to be taken to break up this abuse of the franking privilege. The members of Congress then are not to be permitted any longer to furnish Tom, Dick and Harry with packages of franked envelopes for their private correspondence.—Well, that will depend upon circumstances; and as the "hon'ble gentlemen," in whatever steps may be taken to thwart their customary privileges and practices, will be very likely to have themselves a finger in the pie, we don't feel so sure about the "stringent measures" of the Union amounting to anything.

There is, we suspect, but one sure and speedy way of breaking up the mischief complained of, and that is, by abolishing the franking privilege altogether. This ought to be done, goodness knows, and done at once; but as we have got to depend upon the reason, justice and conscience of the very individuals chiefly interested in continuing the privilege, for any efficient action against it, what likelihood is there of our getting rid of the odious "privilege"? About as much as there is of getting a line of balloons established between our little orb and the planet Jupiter.

**UNPRECEDENTED SUCCESS.**—We are glad to learn that the Atlantic Monthly is meeting with great favor from all sources. Though the public here printed nearly thirty thousand copies of the January number, this large supply was entirely exhausted on the very day of publication, thus compelling many new subscribers and others to wait a few days before obtaining a copy. The publishers have another edition of several thousand in press, which will be ready in a few days, and with their present facilities they will be able to supply the demand, however large it may be. Their subscriptions, received by mail alone from all parts of the country, have averaged more than one hundred a day, for some time past. Mrs. H. B. Stowe's new serial, "The Minister's Wooing," is immensely popular, as indicated by the success which is thus attending the enterprising publishers' efforts to make the Atlantic the embodiment of all that is entertaining and instructive.—Boston Traveller.

A horrible case of degradation, misery and death, was brought to light in New York by the police on Thursday night.—A Mr. Hughes, said to have been formerly a lady of wealth and standing in Boston and New York, was found dead in a low den in Mulberry street. Her body was entirely naked, everything having gone to satisfy the craving for drink, that brought the poor woman to her grave. Her little son, a remarkable bright lad of eight years, was watching by the bed, and told a most pitiful tale of the gradual fall of his parent. His father was Col. Thomas Hughes, of Boston, an officer in the U. S. Army.

**SOLD THE BABY FOR \$50.**—A man lately passed through Nashville, Tenn., with a drove of negroes destined for a southern market. In the lot there were several infants, which he did not desire to take with him, because, as he said, they would injure the sale of their mothers. Some of these he disposed of here, separating them, of course, from their parents.

For the sum of fifty dollars he sold to a lady in this city an infant of three months, consoling its mother with the flimsy remark that he would kill it unless he could sell it.—Nashville Gazette.

## LOCAL.

### SEVEN DAYS LATER FROM BLOCK ISLAND.

Arrival of the Solomon Dodge.

The arrival of the Block Island Mail boat Solomon Dodge, yesterday, puts us in possession of news from New Shoreham to Jan. 9. The Solomon Dodge brought seven passengers and a full cargo of merchandise. She was intercepted by our news boat off the south end of Goat Island.

The news is not important. The island weathered the storm of the 4th without damage. A survey was held as soon as the people could dig out from the snow, and it was satisfactorily ascertained that the island had not moved, though a few grains of sand had been added on the north-west side, which was rather a source of gratification than otherwise. The wharves and docks had sustained no damage whatever, though that of the Solomon Dodge was at one time seriously threatened. The "shipping" in port rode out the gale in fine style. There had been no arrivals from foreign ports since previous advices.

Politically matters were quiet, though it is said a movement, in its incipient stages, is on foot, to break away from the confederacy and declare the island a "free and independent province." This is doubted.

In gossiping circles it is confidently asserted that a light was seen in "Squire Jones's" parlor at two o'clock last Monday morning, which, as the "Squire" has a buxom daughter of 18 years whom John Simpkins has for some time "had an eye on," is ominous of "something else." Another story is all about an elopement of a respectable unmarried couple to the main land for purposes of matrimony being frustrated by a leaky boat, but it needs confirmation.

**LAUREL.**—There are fast rumors of a gold mine having been discovered on the western extremity of the island in the midst of an extensive forest. We shall probably learn more of this by the next arrival.

**SLIGHTING.**—Yesterday was a glorious day for sleighing, and as such, was very generally improved in this vicinity. We saw several splendid "turn-outs" in Thames Street yesterday, not the least attractive features of which were the belles inside. A few such days as yesterday, however, would be fatal to the sleighing in this vicinity.

**TO-NIGHT.**—Go to Aquidneck Hall to-night, and take along your friends, to hear the Poem by Hon. C. C. Van Zandt. It is not often that Newport is thus favored, and the community owe it to themselves to be on hand to-night. Go early, as the hall will doubtless be filled.

**AN OX** was exhibited in our streets yesterday, weighing 2400 lbs. It was raised on the island, and slaughtered by Mr. Watson T. Sherman, and will be served up to customers at his market.

**WE** regret to learn that Hon. Henry Y. Cranston is suffering from a severe attack of ulcerated sore throat which confines him to his bed.

**THE POW-WOW ASSOCIATION** held a large and very enthusiastic meeting last evening at 7 o'clock, at the foot of Mill Street. Snowballs flew thick as hail.

**THERE** was no boat here from New York yesterday morning. There will two mails from there this morning—if the boat comes.

**AS** we go to press the rain is descending in torrents, and the sleighing is stepping out in seven-leagued boots.

**STREET THOUGHTS.**—By Rev. Henry M. Dexter, Pastor of the Pine Street Church, Boston. With illustrations by Billings. Boston: Crosby, Nichols, and Company, 1859.

**MR. DEXTER**, in the above volume, has produced a very readable book. Being, as his writings show, a man of reflective and observing mind, he has made those familiar to good service in his walks abroad. He introduces several striking characters in an easy, graceful and humorous style, and hits off some of the leading follies of the age in which we live. The book is finely illustrated. For sale by Ward, 123 Thames Street.

**SHOCKING ACCIDENT—TWO MEN TORN TO PIECES IN A MILL.**—Manchester, N. H., Jan. 1.—Two men, Samuel Cargill and Charles F. Bunker, were instantly killed last evening in No. 1 Manchester Print Works. They were literally torn to pieces between the large wheel of the mill and a post, so that the flesh and limbs were torn into a great many pieces, and not one left over two feet long. Bunker was slowing Cargill how to make the nightly examination of the wheels, and it is supposed that he, Bunker, was caught in the wheel first, and that Cargill in trying to save him was also caught. Bunker was a native of Darnestown, in this State, aged 23, and leaves a wife. Cargill was a native of Jefferson, Me., aged 42, and leaves a wife and two sons.

**FIRE.**—The losses by fire in the United States in 1858, excluding all losses less than \$10,000, make an aggregate of \$12,000,000.

Messrs. Osborn & Osgood, butchers at Racine, Wis., advertise that they will sell sirloin steaks and roasts at 5 cents per pound, and other cuts in proportion.

From the Providence Post  
The Steamer C. Vanderbilt, Ashore,  
and Probably a Total Loss.

New London, Jan. 5.  
Mr. Editor:—The steamer C. Vanderbilt, of the Stonington line, from New York for Stonington, went ashore at Race Point, Fisher's Island, yesterday morning at about 3 o'clock. She has three belts set in her bow, and is now partly full of water. The passengers are all safe ashore on Fisher's Island. The place where the disaster occurred is about a mile from the spot where the Atlantis was lost in 1847. The Steamer Island Belle and Okeola, from New London, went to the Vanderbilt's assistance, but the heavy sea running prevented them from reaching her.

We are indebted to Mr. B. N. Foster, Expressman on the Stonington road, for a slip from the office of the New London Star, giving the following particulars:

The Vanderbilt left New York on Monday afternoon at her usual hour (four P. M.) Off Huntington, it became thick and commenced snowing, and an effort was made to make Bartlett Reef Light Boat, but failed in consequence of the snow and high wind. After this the pilot felt his way with the lead until the boat struck on the rocks about three o'clock, Tuesday morning, a little to the north and east of Race Point near the Government Boat House, about thirty yards from the shore. Immediately before she struck she was in ten fathoms of water. The crew and passengers remained on board until ten o'clock, Tuesday morning, the storm still raging violently. A boat was then lowered, a party went ashore, and found the Government Boat House, containing a stove, &c. They immediately made a fire and got the lady passengers, thirteen of them, into the house, where they were made comfortable. The boat was discovered this (Wednesday) morning from New London, when several vessels and steamers went to her, but it was so rough that they could not go alongside.

She had seventy passengers, and they were taken to West Harbor by teams, where they were put on board a schooner chartered for the occasion, and will be taken to Stonington and sent over the Stonington road to their destination. No one was injured. The boat is a valuable one, and this is her first trip with new boilers, &c. She had no insurance. It seems to be the unanimous opinion that she will go to pieces being bilged in two places. We learn that she went ashore a few rods from where she did the loss of life must have been great. Lieut. Carson, of the Revenue Cutter Jas. Campbell, brought off the U. S. mails in charge of U. S. route agent Mr. Philbrick, who accompanied them to Providence via the Shore route.

A portion of the passengers arrived in this city in the evening accommodation train from Stonington. The remainder were to follow in an extra train soon afterward. We learn from Mr. Jacob Silway, of this city, who was a passenger in the Vanderbilt, that an anchor was let go before the boat struck, but the chain snapped in two almost instantly, and she went on broadside to the rocks. On the morning, before leaving, the passengers took breakfast in the ladies' cabin. A boat was sent out from the after-galley, and after being connected with the shore by means of ropes, the passengers were all taken off. The ladies, thirteen in number, were taken off first. Each man took a blanket and a mattress with him, which articles contributed very much to the comfort of the company in the house on shore. Mr. S. said the water was up to the lower end of berths when he left the boat. The house on shore was provided with a large stove, and other stoves were brought on shore, the steamer's cooks and waiters were industrious and attentive, and Tuesday afternoon and Tuesday night were rather enjoyed than suffered by the victims of the disaster. The personal baggage was saved, but the freight was not taken off. Yesterday morning the male passengers walked up to the farm house, whence they were taken by a schooner chartered by Capt. Frazee and conveyed to Stonington. Mr. Silway informs us that as Capt. Frazee was walking up from the wreck to see his passengers off in the schooner, he dropped down in a fit, from which he had not recovered when the vessel left the island.

The conduct of Capt. Frazee and his officers during the trying scenes of the disaster is warmly commended by the passengers, nearly all of whom joined in a card testifying to their appreciative consideration. We learn that a high westerly wind prevailed on the 6th and all day yesterday, and that the steamer was apparently breaking up and going to pieces.—An abundance of snags and wrecks were hovering around her, but whether the freight will be saved we are unable to learn. The first information of the Vanderbilt being ashore on Fisher's Island, was conveyed to Stonington by the steamer State of Maine, Captain Brown, of the Fall River line. The State of Maine went as near to the Vanderbilt as was deemed prudent, and after reconnoitering, ran into Stonington, and then proceeded on her trip to Fall River, where she arrived yesterday forenoon.

The Gutta Percha Life Boat recently inspected with others, by the Commissioners appointed by the Secretary of the Treasury, was sent to Liverpool, and has been subjected to a variety of tests in the Liverpool docks, in the presence of a number of scientific and practical men. The Liverpool Times of the 6th, the Post of the same date, and several other papers, contain very full descriptions of the boat, and of the experimental tests to which it has been subjected. One of these tests was the throwing of the boat from the davits of the ship, plump into the water—a distance of sixteen feet—without causing the slightest damage to any part of it. The bottom of the boat was then belabored with a maul, and also with the head of an axe, with blows sufficient to shatter or atomize the bottom of any wooden boat, without producing the slightest impression. The experiments were of the most satisfactory kind, and officers of the Royal Navy, ship Captains, and others who inspected the boat, expressed the most favorable opinions of its merits. Trials of a similar character were to be made in London. Capt. Samuel made the offer to allow the boat to be towed at the stern of a steamer either empty or full of water, and to let it be passed under the paddle wheels of a steamer guaranteeing that no damage could result to it which would unfit it for the purposes of service.

The Liverpool Dec 15.—The Annie, Mantis, from St John N.B. for this port, was abandoned Dec 3, in lat 42 N, lon 42 W, having become water-logged in a hurricane 2 days previously; crew taken off by the H.M. Hayes, arrived here.

The New Yorkers take of saluting Block-Island. It not only melts the ice but leaves a surface on the water which gives the boat a sure foothold.

### Marine Journal.

Off Block-Island, and other, speaking of the sailing of the ship, and the weather, will be found in the paper by referring them to the office of the News.

E. W. PEABODY, Marine reporter.  
To Daily News and Associated Press.

### PORT OF NEWPORT.

THURSDAY, JAN. 6TH.

ARRIVED SINCE OUR LAST.

MAINE  
John Bishop, of New York, Smith, Mobile for Providence, and passed up.

SCHOONER  
Clorinda, Leland, Elizabethport, of and for Boston, and sailed.

SHOOP  
Harvest, Corwin, Providence for New York. SAILED.

SCHOONERS  
Mountain Abner, Greenfield, Fall River, and for New London.

Village Queen, of Brookhaven, Hawking Providence for New York.

SLOOP  
Chief, Murphy, Fall River for New Bedford.

IN PORT.

SCHOONERS  
Citizen, Woodhull, Providence, of and for Riverhead.

White Cloud, of Provincetown, Hingham, Providence for Virginia.

Swan, Bacon, Providence, of and for Clinton.

Olivea Buxton, of Bath, Williams, Boston for New York.

C. W. Dyer, of Weymouth, Brown, Boston for Philadelphia.

Grace Miller, of Weymouth, Paines, Boston for Bangor.

Flying Fish, of Barnstable, Peirce, Boston for Bangor.

Griffin, of Addison, Chase, New York for Bangor.

Sarah A. Falconer of Brookhaven, Trench, Baltimore, discharging.

SLOOP  
Willard, Buckingham, New York for Fall River.

MEMORANDA

Arrived at New Orleans, 27th, schr. Harriet Lewis, Saunders Newport, via Key West.

DISASTERS, &c.

The schooner Welcome Betsey, previously reported lost on Block Island, has gone to pieces, nothing being left of her but a portion of her bow. About 30 tons of her cargo have been saved by the islanders. The balance will be lost.

**BERNARDINA ISLAND, Dec. 23.**—The brig Anna Balch, from Jacksonville, with a cargo of lumber, bound to Baltimore, arrived yesterday, leaking; also lost part of the deck-load. Sch. Adela, Biol, from Charleston for Asbury, in going to sea through Lawford's Channel, got into a dangerous position, where she was compelled to come to anchor. The wind blowing heavily all day 26th ult, she dragged her anchor and went ashore on Kelly Island Beach, where she remained 27th, the water leaving her at low tide. She has received no serious injury, and may be got off.

Sch. Caroline, Dyer, which arrived at Fall River on the 1st inst, from Edgartown, got ashore on Friday night on the South end of Prudence Island, but was hove off shortly after, with loss of foremast, and looking badly, having stove a hole in her bottom. She is now on the marine railway undergoing repairs.

Sch. Aluzira, of Providence, which went ashore at Eaton's neck on 22d ult, has been got off, and taken into Northport, Li. It is thought that she is not worth repairing.

Brig Wm R. Kibby, at New York from Havana, experienced heavy weather; split sails, stove boat, bulwarks, &c.

An unknown schooner in distress, and apparently water-logged, was boarded morning of 3d inst, off Naugatuck, Cape Cod, by a life boat from Orleans. She was steering S; wind East.

The cargo saved from the wreck of brig Belle Poulis, has been sold for \$204.75. The materials saved brought \$111.75.

A brig supposed the Mechanic, Kennedy, of and from Mashpee for Boston, is ashore at Matinicus Island. No particulars.

Sch. Z. Secor, (of Orland, Me.), Partridge, from Bucksville, SC, for Portsmouth, N.H., with a cargo of hard pine lumber, went ashore on the 8 side of Cuttyhunk at 9 A.M. 31st ult, during a heavy SE gale and thick weather. Capt. Pease to anchor off S side of Cuttyhunk on the night of 30th, that being a good harbor then, the wind being North, and the vessel leaning very badly, although able to keep her feet. During the latter part of Thursday night the wind veered to S and E, and blew very heavy, the sea rose very fast, and the leak rapidly increased, found it impossible to ride at anchor much longer, and to save the lives of those on board, slipped the chains, and went ashore. The vessel lies head on, in an upright position, full of water, and will probably be got off after discharging cargo. She is 125 tons burthen, 6 years old.

The above is the vessel reported Monday by the Olivera Buxton at this port.

The Light Ship, on Nantucket South Shoal, was spoken on the 2d inst, short of provisions. A telegraphic despatch from Squam, dated the 3d, says a schooner came ashore eight miles South of that place, the night before, abandoned. She was going to pieces.

Ship Waban (of Boston) Partridge, from Ayr, via Calcutta for Hamburg, before reported at Portland, Me., in distress, gave the following report of her disaster:—On the 7th, was in the English Channel, Portland Road, bearing ENE about 17 or 20 miles distant, weather starlight with passing clouds, saw a steamer right ahead for us. Put the helm hard astarboard, and saw her masthead and red light, afterwards saw her green light. I had a good light at the time on the bowsprit. In four or five minutes afterwards she struck us on the port quarter, her bowsprit taking our mainmast, which checked the force of the collision, and sprang my mainmast in three or four places, out off the port quarter and stern frame, taking the first officer and one man overboard; captain also badly injured all over the body. Took off the rubber and also best part of the stores out of the store room, &c. Took in all sail and scudded the pumps, and kept scudding every half an hour until an hour more than usual. Secured the mizen, and stove one boat trying to get her mizen, Stenzer sent a boat alongside and laid by, and assisted in getting ropes on the rubber, and took us in tow. Towed us into Portland Roads, and proceeded to sea without further communication. The damaged ship remains in Portland Roads. A survey has been held recommending her to be towed to Weymouth Harbor for repairs, &c.

(Foreign Ports.)  
Liverpool Dec 15.—The Annie, Mantis, from St John N.B. for this port, was abandoned Dec 3, in lat 42 N, lon 42 W, having become water-logged in a hurricane 2 days previously; crew taken off by the H.M. Hayes, arrived here.

Milford, Dec 10.—The American schr Gulf Stream, Godfrey, of New York, from Newport, E, for Marquette, (coal) sprung a leak yesterday morning, and was abandoned in the evening in a sinking state; crew taken off 10 miles S.W. of this harbor by the Constellation, from Swansea for Havre, which has put back here.

California, Nov 9.—The American ship Helios, Curran, from London, with railway iron and beer, has arrived here in almost a sinking state, the pumps being kept constantly going.

### Special Notices.

**WILLIAM H. SMITH,**  
DENTIST,  
Catharine's Block, 133 Thames st.

### To Married Ladies.

THE INDIAN HARMONY has been made: it is a new and entirely new remedy. It is made up in two sizes, bottles with full directions for using, and is warranted to cure any cases of female obstruction in 24 hours, or the price will be refunded. Purely vegetable and perfectly safe at all times. This is the only medicine of the kind that is warranted in all cases, none other is worthy of confidence. Sent by express to all parts of the country. Sold only at Dr. Mattheus's Remedial Institute, No. 28 Union Street, Providence, R. I. See advertisement on next page.

L. L. MOORE & CO.'S

### LIFE PRESERVING VEST.

THE undersigned having received the agency for the sale of the above named well-known Life Preserver, are now prepared to fill orders for the same, to any extent. The Preserver has no recommendation on our part, as the recent exhibition of its qualities have fully established its value to the mariner and others. The public are particularly requested to call at & examine the Vest. J. & N. H. GOULD,  
70 Thames-st.

### DRY UP.

Occasionally a really valuable medicine is introduced, and an suddenly acquires a high reputation. Such a medicine is Dr. Wadsworth's Dry Up—which, by the way, we have no hesitation in pronouncing a cure for Catarrh in its worst form. The Dry Up has been before the public but a few months, and yet it is already meeting with a rapid sale, both at home and abroad. Like Dr. Wadsworth's Vegetable Compound Syrup, it has taken its place among the great and valuable standard medicines of the present day. The genuine article is offered for sale by that eminent and experienced Druggist and Chemist, Mr. H. H. Burlington, No. 51 North Main street.—Providence, R. I. Sold in Newport by H. H. YOUNG, Parade Corner, next agent for this city.

### NEWTON BROTHERS.

Wholesale and Retail Dealers in Fine Groceries, Corner of Thames and Pelham streets, adjoining the Post Office Building.

### Consumption and Asthma Cured.

**MILLS' BOURBONIA.**  
This celebrated article of Bourbon Whiskey recently introduced, possesses many qualities of great merit and has made many remarkable cures of Lung Complaints, consumption, Bronchitis, Asthma, &c., as well as of diseases of the Liver. It is manufactured exclusively for the undersigned for medicinal purposes, and is prepared from the best of corn selected expressly by them. As a beverage it has no equal and has taken the preference of almost all Alcoholic liquors. MARTIN & MILLS,  
14 Broadway, New York.  
Sold by NEWTON BROTHERS, Newport.  
62-6 m

### GROVER & BAKER'S

CELEBRATED

### FAMILY SEWING MACHINES

A New Style. Price \$50.

**A. J. WARD, Agent,**  
130 Thames street, Newport, R. I.

These Machines sew from two spoons, and form a seat of unequalled strength, beauty, and elasticity, which will not rip even if every fourth stitch be cut. They are unquestionably the best in the market for family use. [Send for a Circular.]

### VANDERVEER'S Celebrated Schiedam

Schnapps—see advertisement in another column. For sale by

NEWTON BROTHERS

Valuable Mare for Sale.

Owned by Charles Perkins, Esq.

For terms apply to

SETH BATEMAN.

624-41

### New this Morning.

**FOR SALE.**—The West Ferry, Jamestown (Connecticut) with about 200 acres of the best land—wharf, (recently much improved,) barn, new store and dwelling house, and separate house for ferry-man, barn and other suitable outbuildings, all in first rate order, will be sold separately from the land if required. This is a rare chance for some enterprising man with a small capital, the store and ferry paying a good income in cash, and the situation very pleasant for summer boarders. For further particulars, apply to

ALFRED SMITH.

### PRIVATE School.

Several persons having secured the services of a competent Teacher for a private school, who will teach the grade of studies common to a grammar school, also the higher branches, a limited number of scholars will be admitted. Terms will be most reasonable. The same is not to be a case school. The room is comfortable and centrally located, being on South Teuro street, opposite the Atlantic House. School to commence Wednesday, the 12th inst. For further particulars, enquire before the 12th, of Geo. F. Downing, at his cottage; after that of the Principal at the school room.

### "SOMETHING NEW"—J. H. GLAD-

SING, will commence his auction sales this evening, at 131 Thames street. A great variety of goods will be offered, many of which have just been received from New York. He is also receiving, daily, goods, fresh from New York, and will endeavor to continue his evening sales regularly every evening, and give up good bargains. All are respectfully invited to attend.

### COTTER & PROBERTS,

City of Newport, Jan. 3, 1859.

Lydia Pattison presents an instrument in writing purporting to be the last will and testament of Jonathan Pattison, late of Newport, deceased, for Probate, and the same is received and is referred to Monday, the 24th day of January, inst., at 10 o'clock A. M., at the Council Chamber in the City Hall in Newport, for consideration, and it is ordered that notice thereof be published for fourteen days, once a week in the NEWPORT DAILY NEWS.

B. B. HOWLAND, Prob. C. L. K.

### SEASONABLE.

Heavy wool gaiters for ladies and misses, for sale by

F. LAWTON & BROTHERS.

25 YARDS of Brown Cotton Cloth for One Dollar, by F. LAWTON & BROTHERS.

### REMNANTS OF CALICO.

NINETEEN hundred yards of fast colored calico, in dress lengths, for sale at 8 cents per yard.

F. LAWTON & BROTHERS.

### FOR SALE.

One ninth part of the John A. Kneel estate on Spring Street. Apply on the premises, or to

N. M. CHAFFEE.

## LATEST NEWS.

### TELEGRAMS

TO THE

NEWPORT DAILY NEWS.

ST. Louis, Jan. 6. A dispatch from Kansas City says that a gang of Jayhawkers, under Capt. Brown, entered Bates county, Missouri, on Thursday last, and stole four horses from Jesse Jackson, and burnt his house.

It is stated on good authority that Gov. Medary has ordered four companies of dragoons to that region. Also, that he has ordered four companies of militia to be raised in Lynn and Bourbon counties—the officers for which have already been commissioned—and that he has telegraphed to the Secretary of War to send arms and ammunition from St. Louis, which has been done. It is expected that these counties will be kept under martial law for some time.

A reliable person from the vicinity of Fort Scott, represents the acts committed there as similar to those of the notorious misrule. The whole country is divided into Jayhawkers and anti-Jayhawkers. The former commit all sorts of crimes, and are openly upheld by some Methodist preachers and many respectable citizens. The Jayhawkers justify their acts as a proper revenge for the same kind of depredations and worse atrocities committed upon them by the pro-slavery party when they were in a majority.

According to the





